The Bulletins are published weekly throughout the school year (thirty issues) to aid teachers and students in keeping abreast of geography behind current news events.

GEOGRAPHIC SCHOOL BULLETINS

of
The National Geographic Society
WASHINGTON 6, D. C.

The National Geographic Society is a non-profit educational and scientific Society established for the increase of geographic knowledge and its popular diffusion.

VOLUME XXVI April 26, 1948 NUMBER 27

1. European Tension Spotlights Spitsbergen
2. East Meets West on Tokyo's Avenue A
3. Canada Helps Move Great Lakes Shipping
4. Postal Union Encircles the Globe
5. Ancient Cyprus Is British Near-East Bastion

MAYNARD OWEN WILLIAMS

THEIR DELICATE BEAUTY AND EASY, INDOOR TASK SET THESE SPINNERS OF RIZOKARPASO APART FROM THE MAJORITY OF THE "FIELD-HAND" WOMEN OF CYPRUS (Bulletin No. 5)

Bulletin No. 1, April 26, 1948

European Tension Spotlights Spitsbergen

THE FRIGID and remote islands of Spitsbergen, now figuring in "cold-war" maneuvering, bob up often in the news.

As early as 1897, Salomon Andrée, a Swedish engineer, took off with two comrades from Danes Island in the desolate group east of northern Greenland in an attempt to cross the polar region by air. His balloon voyage was ill-fated, but it presaged today's continuing international interest in Spitsbergen as a transpolar aerial depot.

Peary and many other explorers, before and after Andrée, used bases in this Arctic archipelago which Norwegians govern and call Svalbard. In May, 1926, Richard E. Byrd, then a lieutenant commander, used Spitsbergen as a base in the first successful flight over the North Pole.

Compares with West Virginia

Three days after Byrd's dash, a dirigible carried Amundsen, Ellsworth, and Nobile across the Pole from Spitsbergen to Alaska. Reversing this course by plane, Sir Hubert Wilkins in 1928 flew from Point Barrow to Kings Bay. Thus, two decades ago, Spitsbergen was already established as a way station for over-the-Pole air travel.

Spitsbergen, matching West Virginia in area, lies midway of the 1,300 miles between Norway's North Cape (Nordkapp) and the North Pole. Iceland is nearly 1,000 miles southwest. London is 1,800 miles away; New York, 3,400 miles, by the great-circle routes.

West (Vest) Spitsbergen Island contains three-fifths of the area. Catching some of the Gulf Stream warmth along its western coast, it provides above-freezing temperatures through a short summer for the fishing and coal-mining communities it supports. Northeast Land (Nordost Landet) and Edge Land, the size of Connecticut and Delaware, are the other large islands of the group.

Spitsbergen means pointed mountains. Perhaps West Virginia, in its Ice Age of 30,000 years ago, offered panoramas of peaks as bleak and rugged as Spitsbergen provides today. The islands are worthy competitors of West Virginia in their vast reserves of high-grade bunker coal.

Once World's Best Whaling Grounds

Vikings knew these mountainous Arctic sentinels eight centuries ago. Barents, the Dutch explorer, charted and named them in 1596. England's Henry Hudson looked them over while seeking a northeast passage in 1607.

For a full century beginning about 1669, Spitsbergen's shallow coasts were the world's best whaling grounds. Dutch, British, Norwegian, and French whalers competed lawlessly and ruthlessly in the race for Spitsbergen's wealth in corset stays, lamp oil, and blubber—the chief products from whale carcasses. They succeeded too well in exterminating the source of their trade.

Besides coal, the archipelago's frozen earth has yielded iron, copper,

ENTERED AS SECOND-CLASS MATTER APRIL 27, 1943, POST OFFICE, WASHINGTON, D. C., UNDER ACT OF MARCH 3, 1879.
COPYRIGHT, 1948, BY THE NATIONAL GEOGRAPHIC SOCIETY. INTERNATIONAL COPYRIGHT SECURED. ALL RIGHTS RESERVED.
SUBSCRIPTION TWENTY-FIVE CENTS FOR THIRTY WEEKLY ISSUES DURING THE SCHOOL YEAR. IN CANADA, FIFTY CENTS.

W. ROBERT MOORE

ALONGSIDE MONUMENTS TO ITS HISTORY, BULAWAYO HAS BUILT ITS LARGE, NATIVE-STONE POST OFFICE

The 52,000 inhabitants of Southern Rhodesia's second-largest city receive mail as regularly as if they lived in England or the United States. Southern Rhodesia, with 277 post offices, is a member of the Universal Postal Union (Bulletin No. 4). The near monument commemorates those who fell in the Matabele uprising of 1896; in the distance, Cecil Rhodes, South Africa's empire builder, stands in bronze.

East Meets West on Tokyo's Avenue A

MAIN STREET has come to Tokyo. Its name is Avenue A.

Covering three times the area of the District of Columbia and with seven times the population, the Japanese capital is still a Japanese city. But, in place of Japanese names, the English alphabet and familiar numerals now crisscross its map. Truckers from Tennessee and jeep drivers from Jersey now can find their way without trouble.

Avenue A comes up from the south and the rest of the alphabet is distributed clockwise from what an aerial gunner would call the "seven-o'clock position" to "four o'clock."

Occupation GI's Get Along

All around lies the greatest city of Asia, here towering with granite or tufa, there reduced to rubble piles which still island the thoroughfares. But, despite the hard times Tokyo has been having, Dr. Maynard O. Williams, chief of the *National Geographic Magazine's* foreign staff, reports seeing more smiles on Avenue A than on many United States main streets.

Bright kimonos still dot the drab crowds, for the feminine portion of Japan is neat, smiling, and attractive. GI's of the occupation force agree on that. Hundreds of them wander about, guided by affable students from the University of Tokyo or by efficient Japanese business girls who are a link between the world of Avenue A and the traditional subdivisions of Nippon's capital.

To every appearance, his former enemies are intent on doing their best to make the American soldier feel at home. And Uncle Sam has been working hard at the same assignment along Avenue A and elsewhere in Tokyo. There is no lack of United States cigarettes, candy bars, and popular soft drinks. Also, American publications, from news magazines to comic books, are seen everywhere. Add numerous theaters, libraries, clubs, and radio programs. GI's tell one another in their classic phrase, "You never had it so good."

In this strangest of all military occupations in modern times, there is plenty of evidence that East is borrowing from West, that West is borrowing from East, and that both are doing a bit of merging.

Madame Butterfly Now Wears Nylons

From the Sumida River to Shinjuki, thousands of almond-eyed servants are getting fervent and personal instruction from occupation wives in the use of the English language, American can openers, and baby formulas.

Madame Butterfly now wears American nylons from the spacious "PX" on the far-famed Ginza (illustration, next page). Her high-heeled shoes compete with the clack of wooden clogs as they drum a two-world rhythm along Avenue A.

American music seems to have come to stay. The omnipresent voice of Bing Crosby croons forth from the loudspeakers outside Tokyo subway stations. And in recent weeks, people trudging along the muddy spring streets of the metropolis have been constantly reminded that they are

UMI

zinc, gold, and silver. For a while in the last century, marble was quarried, but the industry was abandoned when it was found that the frozen stone crumbled on reaching temperate lands.

It was in 1905 that Fred Longyear, an American mining engineer, showed the easy accessibility of Spitsbergen's coal. The group's leading community is named Longyearbyen (the town of Longyear). By the late 1930's, Russians and Norwegians were exporting 700,000 tons a year. Spitsbergen coal ran the Soviet Union's Arctic shipping.

As a result of the coal trade, long-dormant claims to Spitsbergen sovereignty were renewed. None were generally recognized until 1920, when Norway's claim was supported by the Allied Council. The Svalbard Treaty was signed at Paris by 32 nations in February, 1920.

The Soviets, not among the original signers, acknowledged Norwegian sovereignty in Spitsbergen in 1924, and Norway took official possession of the group in the following year.

In August, 1941, the 3,000 Norwegians and Russians were evacuated and coal-mine equipment was destroyed to keep them out of German hands. Hitler's troops, holding the islands less than a year, were pushed out by a British and Norwegian task force. In September, 1943, they beat off a German naval attack.

NOTE: Spitsbergen is shown on the National Geographic Society's World Map. Write the Society's headquarters, Washington 6, D. C., for a price list of maps.

See also, "Flights from Arctic to Equator," in the *National Geographic Magazine* for April, 1932; and "A Woman's Winter on Spitsbergen," August, 1928; and, in the GEOGRAPHIC SCHOOL BULLETINS, February 3, 1947, "Spitsbergen Sits on Top of the World."

MARTHA PHILLIPS GILSON

THE SPITSBERGEN EQUIVALENT OF "MUSH!" RINGS OUT OVER THIS BLEAK ARCTIC VILLAGE

COLOR PICTURES FROM THE *NATIONAL GEOGRAPHIC*

Reliable aids in visual education are the many separate color pages from the National Geographic Magazine. *Subjects covered include the United States, foreign countries, and natural history. 48 sheets for 30¢ and 96 sheets for 50¢. Write for subject list and order blank.*

Bulletin No. 3, April 26, 1948

Canada Helps Move Great Lakes Shipping

CANADIAN ships, now permitted by a temporary United States law to carry iron ore between United States ports of the Great Lakes, will help keep essential traffic (illustration, next page) moving through one of the world's leading industrial regions.

The five Great Lakes of the North American continent, constituting the busiest natural inland waterway in the world, link the iron mountains of Minnesota, Wisconsin, and Michigan with the coal fields of the east and south. Tapping farmlands and forests as well—with fisheries and summer playgrounds to add variety—the river-connected, landlocked seas serve as transport lines to such power-age centers as Chicago, Detroit, Cleveland, Buffalo, and the twin ports Duluth-Superior.

A Friendly Border

By the old Erie Canal route, cargoes and passengers can float from deep-inland Lake Superior to open sea at New York harbor. Or they can take the northern (Canadian) way via the Welland Canal, Toronto, the St. Lawrence River, Montreal, and Quebec.

Of the Great Lakes, only Lake Michigan comes entirely within United States territory. Superior, Huron, Erie, and Ontario are divided at the center by a peaceful international line which, on water or land, is one of the most easily crossed frontiers on earth. Eight states border the lakes—Minnesota, Wisconsin, Michigan, Illinois, Indiana, Ohio, Pennsylvania, and New York—while in Canada only Ontario touches them.

Today, as during the late war, raw material needs, especially for steel, have made it essential to enlist the cooperation of Canadian shippers to help move the traffic between United States lake ports, hence the modification of laws which normally restrict this commerce exclusively to United States shipping.

Traffic on the Great Lakes has grown to spectacular proportions since the days when Indians and a few white trappers dipped their silent paddles in the northern waters. An endless stream of modern ships now moves back and forth, laden with heavy cargoes of copper and limestone as well as iron and coal, with steel scrap, wheat, pulpwood, dairy products, fruits, and a thousand and one manufactured articles.

Built for Service

In an eight-months ice-free period, the Great Lakes float roughly six-sevenths of the ore used in the iron and steel industry of the United States. Their long, slim carriers, designed to take on and carry maximum loads, as well as to weather the inland seas' violent storms and moods, transport more than twice the freight recorded annually at Uncle Sam's open-sea ports.

The Soo Canals, by-passing the rapids of the St. Mary's River at Sault Ste. Marie between lakes Superior and Huron, handle more traffic than Panama and Suez together. During the war's peak years, the lakes' normally huge annual cargo volume was doubled, reaching around the

UMI

"Looking Over a Four-Leaf Clover." By way of further evidence is the name of a popular recent revue at the Nippon Theater, which does not cater to GI customers. The revue was billed: "Tokyo Boogie Woogie."

But a brief human vignette was what most impressed Dr. Williams. He glimpsed a small American girl playing with her American doll in a typical, stylized Japanese garden. The little child was carrying her doll—not in her arms, but pickaback—Japanese fashion.

NOTE: Tokyo may be located on the Society's map of Japan and Korea.

For additional information, see "Backwoods Japan During American Occupation," in the *National Geographic Magazine* for April, 1947; "Sunset in the East," June, 1946 *; "Face of Japan," December, 1945; "Behind the Mask of Modern Japan," November, 1945 *; "Japan and the Pacific," April, 1944; "Unknown Japan," August, 1942 *; and "Women's Work in Japan," January, 1938.* *(Issues marked by an asterisk are included on a special list of Magazines available to teachers in packets of ten for $1.00.)*

See also, in the GEOGRAPHIC SCHOOL BULLETINS, October 27, 1947, "Yokosuka, Naval Base Port, Turns to Trade."

THREE LIONS

THE GINZA, TOKYO'S BROADWAY, SHOWED THE MERGING OF EAST AND WEST EVEN BEFORE THE WAR

European-style clothing, American-type buildings, the subway entrance (center), and the sign "Fire alarm" in English (upper right) are Western touches in the East's largest city. Now streets have been renamed after the United States fashion of letters and numbers, and there are many other examples of American influence. Lacking, however, is inflation. Good hotel rooms rent for $10 a month and the best dinners are 40c. On this street, the former Matsuya department store has become the Tokyo "PX" for the United States occupation forces.

Bulletin No. 4, April 26, 1948

Postal Union Encircles the Globe

"NEITHER snow nor rain nor heat nor gloom of night stays these couriers from the swift completion of their appointed rounds."

Herodotus said it 24 centuries ago. This is a free translation of the Greek historian's reference to the Persian postriders. These horsemen, by methods like those of America's famous Pony Express, took back to Persia the news of King Xerxes' defeat by the Greeks at Salamis. The United States Post Office Department has unofficially adopted it as a slogan. It is graven above the entrance to the central post office in New York City.

Union an American Suggestion

The event that brought the quotation into global prominence, however, occurred in Paris 70 years ago this June. Ever since, the Universal Postal Union, composed of virtually all the countries and colonial areas of the world (illustration, inside cover), has carried on—a serene and effective union of nations.

The United States took the first step toward world postal simplification in 1862 when President Lincoln's postmaster general, Montgomery Blair, proposed a convention which was held in Paris in 1863. The convention adopted a useful code, but the American Civil War and the Franco-Prussian War delayed further action on the project.

In 1874 the United States, Egypt, and 20 countries of Europe met at Bern, Switzerland, in what stands as the first postal congress. From the second postal congress, held in Paris in mid-1878, however, the Universal Postal Union achieved its name and its world-wide range (illustration, next page). Postal administrations of sixty governments then or promptly afterward joined the group formed by the Paris postal treaty.

The union's one-world purpose is clearly stated in that treaty. Undimmed by the years, it is "to alleviate the uncertainty, confusion, and excessive cost of international postal communications by uniting countries in a single postal territory for the reciprocal exchange of mail."

Avoids Politics and Controversial Ideas

Neither war nor famine nor holocaust nor depression has stayed the union from carrying on its function of postal delivery and its continuous improvement.

The union is now included as one of 11 specialized agencies of the United Nations. It carries on its work through its international bureau at Bern, opened in 1874. At periodic congresses, plans and policies for the bureau to follow are established by the delegates of the member nations. Sticking to such technical problems as postal rates, reciprocal rights, and transportation facilities, the union manages to keep its toe out of political and ideological hot water.

The postal union had held 12 congresses by 1947. In that second postwar year, Paris became the first city to repeat as a site. Locations ranged from Stockholm in 1924 and Cairo in 1934 to Washington in 1897 and Buenos Aires in 1939.

UMI

200,000,000-ton mark. The larger ore ships carry 10,000 tons every trip.

Seen from the air, the handwriting of industrial power and movement on and around the Great Lakes stands out as sharply as a bygone Indian smoke signal against an empty sky.

Vertical and horizontal, the modern marks form their symbolic patterns in long fingers of docks and piers thrust into the harbors; in networks of railways clustering around the ports; in tall grain elevators and smoking, flaming foundry towers—and in the innumerable ore chutes clattering with the passage of bulk materials on their way to becoming the steel and iron of skyscrapers, bridges, and household gadgets.

NOTE: The Great Lakes and their connecting waterways are shown on the Society's map of The United States of America; the map of the Northeastern United States shows them in greater detail, with the exception of the northernmost shore of Lake Superior.

For additional information, see "Great Lakes and Great Industries" (19 color photographs), in the *National Geographic Magazine* for December, 1944; "By Car and Steamer Around Our Inland Seas," April, 1934; "Michigan, Mistress of the Lakes," March, 1928; and "Wild Life of Lake Superior," August, 1921.

See also, in the GEOGRAPHIC SCHOOL BULLETINS, April 17, 1944, "Great Lakes Ore Traffic a Sign of Spring."

MAYNARD OWEN WILLIAMS

INTO BUFFALO'S HARBOR, TUGS AND FREIGHTERS BRING PAYLOADS—AND SMOKE

This busiest of the Great Lakes ports is the largest grain-handling point in the United States and the foremost inland port in the world. When the huge grain elevators (background) are filled, the winter overflow is stored in the holds of ice-bound ships. In addition to the Great Lakes, the New York State Barge Canal (Erie Canal) and several railroads bring commerce to Buffalo.

Bulletin No. 5, April 26, 1948

Ancient Cyprus Is British Near-East Bastion

PLANS to develop Cyprus as a British bastion of the eastern Mediterranean remind that this third-largest Mediterranean island could well be called the "forgotten land." Many nations have forgotten it and then, at dramatic moments of history, have remembered it with a will.

For more than thirty centuries, the big island off the coast of Asia Minor has periodically played a significant role in world events.

A Finger Pointing Toward a Near-East Angle

Geography has placed Cyprus in a key position along routes to the Middle East—as strategic today as when the Pharaohs ruled Egypt and when the Crusaders pushed eastward from Europe to the Holy Land. The island's barren mountains rise from the Mediterranean little more than 40 miles from the southern shores of Turkey. Syria and Palestine are respectively only 65 and 140 miles away, blunting the Mediterranean's eastern extremity.

Cyprus is roughly shaped like a gauntleted fist, its index finger pointing toward the sea's northeast corner where Turkey meets Syria. When British forces leave Palestine, the Cyprus Crown Colony will be the nearest British-held territory to the entrance of the Suez Canal. This vital gateway to the Orient is about 230 miles south of Cyprus.

Cyprus has been called the Isle of Aphrodite, goddess of love and beauty. From the plains of its broad central lowland, shimmering in the heat, cool green hills rise into rugged mountain ranges. Their peaks are shrouded with purple haze or painted with tints of sun and sky.

When the rains come, between October and March, wild flowers spread bright carpets amid the greens of vineyards, olive groves, grain fields, and woods. But Cyprus, like most Mediterranean lands, is usually a thirsty spot. Much of its water supply is obtained by windmills, and by blindfold mules hauling bucket after bucket from deep wells with primitive machinery.

Camels and Buses Confuse Traffic

The overwhelming majority of the Cypriotes are Greeks, descendants of colonists who came to the island in ancient times. In the total population of more than 450,000, there is a sizable Turkish minority. Armenians, Syrians, Egyptians, and Arabs form smaller groups. In recent years, a number of European refugees barred from Palestine have been sent to detention camps on Cyprus.

Street scenes in the island's inland capital, Nicosia, and in Famagusta, the east-end port (illustration, next page), are a medley of Eastern and European life. A camel caravan may dispute right of way with a modern bus. British goods are sold next to Oriental embroideries and Indian brass bowls. Along a narrow cobblestone lane between huddling, medieval houses, Scottish kilts and English khaki meet flowing Moslem robes and the black robes and stiff round hats of Greek Orthodox priests.

Most of the people of Cyprus live by fishing or farming. Mining for

UMI

The Paris congress of 1947, like the Madrid congress of 1920, brought together conferees who had been on opposite sides in a world war just concluded. Both meetings presented some difficult problems because of changes wrought by the wars. To solve some such problems in 1947, the delegates were guided by United Nations decisions.

Before World War II, any postal administration could qualify for membership in the union by notifying the Bern office of its adherence to union regulations. The 12th congress instituted a two-thirds vote requirement to elect new members.

A magnificent statue at Bern portrays the earth encircled by graceful figures with hands clasped, representing the continents. For 70 years, in postal matters, the nations of the world, through the Universal Postal Union, have offered each other the best facilities they have.

W. BUSSHARD

THE DILAPIDATION OF THIS INDIAN POST OFFICE IS DECEPTIVE—THE MAIL DOES GO THROUGH

Propped with poles and roofed with chunks of wood, this post office in northern India is an efficient cog in the well-oiled machinery of the Universal Postal Union. Carved granite and modern murals may contribute beauty to postal service, but the ramshackle mountain hut is playing a full share in the operation of the vast network that speeds communications around the world.

The following order form may be used (or copied) for requesting the BULLETINS: School Service Department, National Geographic Society, Washington 6, D. C.

Kindly send ---------- copies of the GEOGRAPHIC SCHOOL BULLETINS weekly for one school year for classroom use to

Name----------

Address for sending BULLETINS----------

City---------- State----------

I enclose, for each subscription, 25 cents (in United States or its possessions; in Canada, 50 cents in U. S. Funds): Total amount ----------.

copper, chromium, and other ores on a small scale provides a living for a few. On the south coast, sponge fisheries and salt works add their products to locally-quarried gypsum and home-grown mules on the export lists.

The women usually work in the fields, often by methods used in Bible times. Dawn-to-dusk working hours do not tend to produce women with the beauty of their traditional goddess. Those who live out on the Karpas Peninsula (illustration, cover), where houses are stone rather than mud, have an easier life. They are more likely to wield the spinning wheel than the plow and, in consequence, feminine charm is more frequent.

Here and there the ruins of a Roman temple or a Christian monastery write a fragmentary note to history. Crusaders' castles, Venetian forts, and Turkish mosques hint at many invasions and occupations.

British administration of the island began in 1878, when England leased Cyprus from Turkey to guard the new Suez Canal route. On the outbreak of World War I, the island was annexed by Britain.

In World War II, Cyprus was the first of Britain's overseas possessions to send troops—the Cyprus Muleteer Corps—to the European front.

NOTE: Cyprus is shown on the Society's map of Bible Lands and the Cradle of Western Civilization.

For additional information, see "Mediterranean Checkerboard," in the *National Geographic Magazine* for April, 1942; "The Road of the Crusaders," December, 1933; "Unspoiled Cyprus," July, 1928; and in the GEOGRAPHIC SCHOOL BULLETINS, December 9, 1946, "Greeks and Turks Live on British Cyprus."

MAYNARD OWEN WILLIAMS

BOTH CHRISTIAN AND MOSLEM HAD A HAND IN THE MIXED DESIGN OF FAMAGUSTA'S MOSQUE

Beyond the casual café in the dusty street of Famagusta, looms a Moslem mosque which began existence as a Christian cathedral. Only outward sign of its transformation from the church built by the Crusaders during their three-century residence on Cyprus is the pencil-like minaret rising from a corner of the Gothic façade. Fez-topped residents of the predominantly Moslem port relax in the sunshine.